

Form 10-300
(July 1969)UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

| | |
|----------------------|------|
| STATE: Maryland | |
| COUNTY: Frederick | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER | DATE |
| | |

| | |
|--|--|
| 1. NAME | |
| COMMON: Point of Rocks Railroad Station | |
| AND/OR HISTORIC: B & O Railroad Station, Point of Rocks | |

| | | | |
|--|------------|----------------------|-------------|
| 2. LOCATION | | | |
| STREET AND NUMBER: South side of US 15 and north side of B & O tracks | | | |
| CITY OR TOWN: Point of Rocks | | | |
| STATE Maryland | CODE 24 | COUNTY: Frederick | CODE 021 |

| | | | |
|---|--|--|--|
| 3. CLASSIFICATION | | | |
| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
| <input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure | <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both | <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress | Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No |
| PRESENT USE (Check One or More as Appropriate) | | | |
| <input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment | <input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum | <input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific | <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ |

| | | | |
|--|--------------------|------------|--|
| 4. OWNER OF PROPERTY | | | |
| OWNER'S NAME: Baltimore & Ohio and Chesapeake & Ohio Railroad Companies | | | |
| STREET AND NUMBER: 2 North Charles Street | | | |
| CITY OR TOWN: Baltimore | STATE: Maryland | CODE 24 | |

| | | | |
|---|--------------------|------------|--|
| 5. LOCATION OF LEGAL DESCRIPTION | | | |
| COURTHOUSE, REGISTRY OF DEEDS, ETC: Hall of Records | | | |
| STREET AND NUMBER: St. John's College Campus, College Avenue | | | |
| CITY OR TOWN: Annapolis | STATE: Maryland | CODE 24 | |

| | | | |
|--|--------------------|------------|--|
| 6. REPRESENTATION IN EXISTING SURVEYS | | | |
| TITLE OF SURVEY: Maryland Register of Historic Sites and Landmarks | | | |
| DATE OF SURVEY: 1972 <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local | | | |
| DEPOSITORY FOR SURVEY RECORDS: Maryland Historical Trust | | | |
| STREET AND NUMBER: 2525 Riva Road | | | |
| CITY OR TOWN: Annapolis | STATE: Maryland | CODE 24 | |

| | | | |
|--------------------|----------------------|--------------|------|
| STATE: Maryland | COUNTY: Frederick | ENTRY NUMBER | DATE |
| | | | |

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7. DESCRIPTION

| | | | | | | |
|-----------|------------------------------------|---|--------------------------------|---|--------------------------------|------------------------------------|
| CONDITION | (Check One) | | | | | |
| | <input type="checkbox"/> Excellent | <input checked="" type="checkbox"/> Good | <input type="checkbox"/> Fair | <input type="checkbox"/> Deteriorated | <input type="checkbox"/> Ruins | <input type="checkbox"/> Unexposed |
| | (Check One) | | | (Check One) | | |
| | <input type="checkbox"/> Altered | <input checked="" type="checkbox"/> Unaltered | <input type="checkbox"/> Moved | <input checked="" type="checkbox"/> Original Site | | |

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Point of Rocks Railroad Station is located south of US 15 and north of the Baltimore & Ohio/Chesapeake & Ohio tracks on the north bank of the Potomac River at Point of Rocks, Maryland.

The Gothic Revival station is vaguely triangular in shape with a four story tower on the apex and a one-and-one-half story wing at the base. The central two-and-one-half story section forms the main block of the station.

On both the north and south facades the central section has a hip roof with a pair of jerkin dormers over the second story windows. One of the pair has a gable roof and the other dormer has a hip roof. Cut wooden "gingerbread" decorates them.

The exterior fabric is comprised of brick with horizontal bands of granite stripping. One band is located just above the foundation, one below the first story windows, one three-quarters of the way up the first story windows, and one below the second story windows. The rear one-and-one-half story wing has no granite bands. However, a raised brick band is located at the same level as the granite band which is three-quarters of the way up the first floor windows.

Two wide porches project from the north and south sides of the central section. Large wooden trusses and brackets carved in a geometric, but Gothic style, support the porches.

The lancet-shaped windows have alternating granite and sandstone voussoirs. The rectangular window and door openings have straight granite lintels.

The first floor window lintels and the door lintels extend down to the granite bands there are three-quarters of the way up the windows. This creates the effect of a continuous line of trim.

The lancet-shaped window opening on the first story of the tower is composed of two lancet-shaped windows and a trefoil cut in wood between the windows. The tower itself has a pyramidal roof containing a dormer on each side. A square cupola atop the tower supports the pyramidal peaked roof. The cupola is decorated with a quatrefoil design cut in wood. The tower roof has several rows of round-shaped shingles interspersed in the rows of square shingles.

Clay chimney pots complete the Gothic illusion.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian☐ 16th Century☐ 18th Century☐ 20th Century☐ 15th Century☐ 17th Century☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1870's

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal

☐ Prehistoric☐ Historic☐ Agriculture☒ Architecture☐ Art☐ Commerce☐ Communications☐ Conservation☐ Education☐ Engineering☐ Industry☐ Invention☐ Landscape☐ Architecture☐ Literature☐ Military☐ Music☐ Political☐ Religion/Phi-

losophy

☐ Science☐ Sculpture☐ Social/Human-

itarian

☐ Theater☒ Transportation☐ Urban Planning☐ Other (Specify)

STATEMENT OF SIGNIFICANCE

The proportion, detailing, and color of the Point of Rocks Railroad Station is unusually sophisticated for its rural setting and ranks with the most outstanding work of the Victorian Gothic Revival. The polychrome effect produced by the combination of brick, granite, and sandstone is reminiscent of earlier work in England by architects like William Butterfield.

The elaborate architecture of the Point of Rocks Railroad Station testifies to the significance of the railroad as the dominant institution in post-Civil War America, especially in small towns. In Point of Rocks, the Baltimore and Ohio depot is the most imposing and elaborate structure. The town was moved to its present site in order to be near the tracks, indicating the depth of control the railroad exercised.

In the mid-1870's, the B & O chose E. Francis Baldwin of Baltimore as the head of the Railroad's architectural department. He designed the B & O's headquarters building in Baltimore and was most probably responsible for the Point of Rocks Station which was executed at the same time. Baldwin was one of the major 19th century architects practicing in Baltimore. His office worked chiefly for the B & O, the Roman Catholic Church, and at the turn of the twentieth century, for the State of Maryland.

Historically, the station is located in a significant site. In the 1830's both the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal were constructing their respective routes west to the Ohio River. The railroad and the canal both chose a narrow strip of land between the Potomac River and the Catoctin Mountains from Point of Rocks westward. The conflict led to an involved suit in the Maryland Court of Appeals. The issue was resolved by allowing both the canal and the railroad to share the narrow strip of land. The Station marks the juncture of the metropolitan branch of the B & O which follows the Potomac valley to Washington with the main branch which extends from Baltimore to the Middle West.

Two publications of national scope have illustrated the Point of Rocks Station. They are Edward Alexander's Down at the De-
-see continuation sheet-

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

F-1-129

| | |
|---------------------|------|
| STATE Maryland | |
| COUNTY Frederick | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER | DATE |

(Number all entries)

8.. SIGNIFICANCE, continued

post (New York, 1970) and an article on the threat to railroad stations in the December 1971 issue of Architectural Record.

9.. BIBLIOGRAPHICAL REFERENCES, continued

Alexander, Edward. Down at the Depot. New York: Clarkson N. Potter, Inc., 1970. Illustration, p. 99.

B & O Railroad vs. C & O Canal. Chancery Records. Liber B144 folio 142. Hall of Records, Annapolis, Maryland.

Hale, Jonathan. "Railroad Stations: An Endangered Species." Architectural Record. Volume XII (December 1971). Illustration, p. 121.

Howard, George W. The Monumental City: Its Past History and Present Resources. Baltimore: M. Curlander, 1889.

Scharf, J. Thomas. History of Western Maryland. 2 vols. Philadelphia: Louis H. Everts, 1882.

Williams, T. J. C. and McKinsey, Folger. History of Frederick County Maryland. reprint. Baltimore: Regional Publishing, 1967.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Recorders: Paul Brinkman, Maryland Historical Trust, 2525 Riva Road, Annapolis, Maryland 21401

Nancy Miller, Historian, Maryland Historical Trust

Sources:

see continuation sheet

10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | O R | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | |
|--|-------------------------|-------------------------|--------|---|-------------------------|-------------------------|
| CORNER | LATITUDE | LONGITUDE | | LATITUDE | LONGITUDE | |
| | Degrees Minutes Seconds | Degrees Minutes Seconds | | Degrees Minutes Seconds | Degrees Minutes Seconds | Degrees Minutes Seconds |
| NW | 0 0 0 | 0 0 0 | | 39° 16' 25" | 77° 32' 00" | |
| NE | 0 0 0 | 0 0 0 | | | | |
| SE | 0 0 0 | 0 0 0 | | | | |
| SW | 0 0 0 | 0 0 0 | | | | |

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: four acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| | | | |
|--------|------|---------|------|
| STATE: | CODE | COUNTY | CODE |
| STATE: | CODE | COUNTY: | CODE |
| STATE: | CODE | COUNTY: | CODE |
| STATE: | CODE | COUNTY: | CODE |

11. FORM PREPARED BY

NAME AND TITLE:

Arthur Townsend, Associate Director for Field Services, and staff

ORGANIZATION

Maryland Historical Trust

DATE

June 29, 1972

STREET AND NUMBER:

2525 Riva Road

CITY OR TOWN:

Annapolis

STATE

Maryland

CODE

24

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☒ State ☐ Local ☐

Name

Orlando Ridout IV
Orlando Ridout IV

Title

State Liaison Officer for Maryland

Date

August 4, 1972

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date

SEE INSTRUCTIONS

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POINT OF ROCKS QUADRANGLE
USGS 7.5 minute map
scale 1 inch = 24 000 feet
1955

Point of Rocks

Point of Rocks Railroad Station

lat. 39°16'25"
long. 77°32'00"

Washington Junction

Kanawha Spring

Rock Hall

Kamp Kanawha

Heaters

Island

Ferry (Private)

FREDERICK LOUDOUN CO CO

Mason

MARYLAND VIRGINIA

Island

520 000 FEET (MD.)

4348000m N.

32'30"

LUCKETTS 2.5 MI.
LEESBURG 9.8 MI.

650 000 FEET (MD.)

INTERIOR-GEOLOGICAL SURVEY WASHINGTON, D.C. 1962

284000m E.

77°30'

39°15'

(POOLESVILLE)

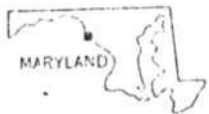
ROAD CLASSIFICATION

Heavy-duty
Medium-duty

Light-duty
Unimproved dirt

U.S. Route

State Route



QUADRANGLE LOCATION

POINT OF ROCKS, MD.-VA.
SE/4 ANTIETAM 15' QUADRANGLE
N3915--W7730/7.5

1955

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Point of Rocks Railroad Station

Clay Street, Point of Rocks

Jennifer K. Cosham, 26 April 2006



Northwest elevation



Southwest elevation

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Point of Rocks Railroad Station

Clay Street, Point of Rocks

Jennifer K. Cosham, 26 April 2006



West facade

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Point of Rocks Railroad Station
Clay Street, Point of Rocks
Jennifer K. Cosham, 26 April 2006



East façade



North façade



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Pt of Rocks R.R. Station

040



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Point of Rocks Railroad Station

Barry Wientraub

June, 1972



10.



F-1-129?

Point of Rocks Railroad station
Secondary Building?

United States National Museum
Belknap Collection

Negative No. 2358

THE SMITHSONIAN INSTITUTION
NEGATIVE #

IF REPRODUCED OR RESOLD
CREDIT SHOULD BE GIVEN



F-1-129 Point of Rocks R.R. Station P.C.